

# Montana and the Sky



Department of Transportation – Aeronautics Division

Vol. 48 No. 11

November 1997

## Glacier Park Scenic Air Tour Meeting

Glacier National Park Superintendent Dave Mihalic hosted a “Scenic Air-Tour Focus Group” meeting on October 14–15. The purpose of this meeting was to address the many controversial issues surrounding scenic air tour operations over Glacier National Park: if they should be allowed to continue, and if so, how and who should regulate such operations. The park desires public input in formulating management alternatives to be considered in the park’s General Management Plan Environmental Impact Statement.

The focus group was made up of about 20 individuals, most of whom were representing special interest groups, including the National Park Service, United States Air Tour Association, Montana Wilderness Association, Glacier National Park Concessioners, Glacier Mountaineering Society, National Parks and Conservation Association, Air National Guard, Federal Aviation Administration, Aeronautics Division and some interested individuals.

Needless to say, these varied interests do not see eye to eye on many of the issues. However, most were willing to discuss their differences, and where they could reach common ground, they did. There will always be some who feel that anyone who cannot back-pack into the remote areas of the park don’t deserve to enjoy seeing it. There are also those who feel that it’s perfectly OK to spend millions of tax dollars building a park infrastructure of roads, trails, lodges, chalets and rest facilities for visitors to enjoy the park while at the same time vehemently opposing an occasional sightseeing aircraft whose

passengers are also enjoying the park and, upon departing, erasing any evidence of having been there—no trash/waste to clean up, no roads and facilities to maintain, no fiscal impact—nothing!

Some feel the airspace above the park should be “restricted.” There are those who feel that the National Park Service should be the controlling agency for airspace above the parks while others feel that this jurisdiction should remain with the Federal Aviation Administration.

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*Jerry Mamuzich was presented a special citation for going above and beyond the call of duty in a helicopter air rescue effort under very adverse conditions. Presenting the award to Jerry are Dave Mihalic, Glacier Park Superintendent and Steve Frye, Glacier Park Ranger.*



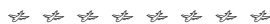
*Steve Bassett, President of the United States Air Tour Association, listens to comments made during the meeting.*

# Administrator's Column

## GPS Reliability Called Fantasy by Former FAA Chief:

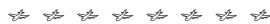
Former FAA Administrator Langhorne Bond addressed the Air Traffic Control Association at its annual meeting and stated that reliance on the Global Positioning System (GPS) "has the potential for vastly increased delay or total shutdown of the ATC system" and questioned the value of the Wide Area Augmentation System (WAAS). Bond predicts that WAAS will be abandoned because no one will need it and accused government officials of refusing to address the vulnerability of the GPS. Bond stated that "none of the principal weather delays—thunderstorms, low ceilings and snow—will be reduced by a change in ATC technology." Although the current system has been described as expensive and obsolete he considers it "safe, invulnerable and comforting." It is "redundant, independent and increasingly failure resistant." "The notion that an ATC system ... channeled through a few unreachable satellites can be less failure-prone than the current ground-based system is a fantasy." Bond said that GPS is a "model of uncertainty" compared with ground-based navigation aids. The satellites can be neutralized or destroyed by laser, "brilliant pebbles" anti-satellite weapons or electromagnetic pulse. He said, "sunspots can degrade the signal or even wipe out the satellite." Bond said that at the recent Moscow Air Show, a "booth was selling handheld GPS jammers with an effective range of 100 miles." There is a "likelihood that GPS and Glonass jammers are now installed in existing satellites, ready for activation when the owner chooses. The havoc this could cause when the secure systems are removed and the satnav signal is jammed on a night when the East coast of the U.S. is blanketed with low ceilings, is unimaginable. Perhaps GPS jammers should be added to the list of weapons of mass destruction." The U.S. military is already wary of the vulnerability of GPS signals, and it is "now clear that America's defense will never rest solely on satellites. If the civilian nav aids are cut off, the DOD will put inertial systems in its planes and will never turn off

its own ground-based nav aids. If WAAS will not replace ILSs, and if the GPS signal is currently doing well for en route and terminal maneuvering, who needs WAAS? No one needs it, and it will therefore be abandoned." There is a "growing awareness" that GPS "cannot be relied upon as a sole system of aviation navigation," Bond said. "Since virtually all aircraft are equipped to use VOR/DME, this system will be retained. Loran C is also a secure ground based system which can perform all the roles of VOR/DME." ILS will continue "and its use will expand because it is a developed, accurate, secure system and the only one capable of low-minima approaches." Bond said that the U.S. military will not abandon its secure ground-based communication and surveillance systems and neither, in the end, will other countries. Nor will the U.S.



## AIP Available for Airport Maintenance:

The Federal Aviation Administration (FAA) will, for the first time, be making Airport Improvement Program (AIP) grant funds available for routine airport maintenance. This will start out as a pilot program and will cover ten projects through September 30, 1998. The new funds will cover cleaning, filling and sealing pavement cracks; patching distressed areas; and cleaning drainage structures of runways, taxiways and aprons. FAA Associate Administrator for Airports Susan Kurland stated "We believe that by conducting routine pavement maintenance, major rehabilitation costs, funded with AIP funds, can be deferred."



**Turbine Fuel Faces New Tax:** The National Air Transportation Association (NATA) has cautioned its members who operate turbine powered aircraft that there is a provision in the Taxpayer Relief Act of 1997 which, under certain circumstances, will increase jet fuel tax as much as 24.4 cents per gallon effective July 1, 1998. This is actually a highway tax. The Taxpayers Relief Act is

*continued on page 3*



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# Remember to Register Your Aircraft

In preparation for the 1998 aircraft registration season, the Aeronautics Division will mail aircraft registration invoices in mid-December.

The Division is mandated by Montana law to account for all Montana aircraft not later than March 1 of each calendar year. Aircraft not registered by the March 1 deadline, according to statute, must pay a penalty of five times the fee plus the fee. Montana law also states that, "A person who owns or causes or authorizes an aircraft to be operated or who operates an aircraft without a registration decal displayed on the aircraft, commits a misdemeanor." A newly-purchased aircraft must be registered within 30 days of entering the state. Aircraft coming to the state for commercial purposes must be registered and in compliance with the insurance regulations prior to commencing operation.

It is important to note that unflyable, uncompleted homebuilts, damaged or destroyed aircraft must also be accounted for each year. Upon carefully reading the bill you receive, you will note that there is no fee charged for an "unflyable" aircraft, sold aircraft or dealer inventory aircraft. You must, however, indicate the status of each aircraft and certify that the described aircraft information is true and correct and return the mailer to the Division each year.

If you do not receive your aircraft registration or have any questions, please feel free to call the Division at (406) 444-2506.

## Search and Rescue Training

On October 20 in Kalispell, MT, Ray Sanders of Montana Aeronautics Search District #2 along with John Campbell, Lee Tower and Will Mavis of Clancy, MT, trained with an emergency locator flying session. Using John's Cessna 182, Ray's airstrip and the practice ELT along with the aircraft ELT direction finding antennae strut mounts, the group shared turns at tracking the ELT's signal.

This type of training is very useful—it was not long ago that Ray Sanders was up all night looking for an ELT distress signal that turned up an ELT in a local pilot's home. The pilot was doing some work on the aircraft and took the ELT out, but apparently, the ELT was accidentally turned to the "on" position.

Please handle ELTs with care, if in doubt, take the batteries out while the ELT is being stored or worked on. Whenever you do anything with your ELT, listen to make certain you are not sending out a distress signal to the Rescue Coordination Center.



*Pictured from left to right are Lee Tower, John Campbell, Ray Sanders and Will Mavis.*

## Calendar

**November 9**—MPA Rendezvous, 10am, Colstrip.

**November 12**—Fixed-Base Operator Conference. Tel-8 Satellite Site, DOT Building, Helena.

**November 15–16**—Oregon Air Fair, Portland.

**November 22**—Montana Antique Aircraft Association (MAAA) Meeting, Yogo Inn, Lewistown.

**December 6**—Montana Pilots Association (MPA) State Board Meeting, Yogo Inn, Lewistown.

**December 6**—Lewistown MPA Hangar Christmas Party, Beacon Star, Lewistown.

**February 13–14**—Flight Instructor Refresher Clinic, Aladdin Motor Inn, Helena.

**February 26–28**—Montana Aviation Conference, Holiday Inn, Billings.

## Sporty's to Award Scholarships

Sporty's will award two \$15,000 scholarships to full-time students to be used over a two-year period for flight training and related flight training expenses. Applications for Sporty's 1998 Aviation Scholarships must be postmarked by January 15, 1998. To obtain official application forms and scholarship rules, please write to Sporty's Aviation Scholarship program, P.O. Box 44327, Cincinnati, Ohio 45244.



### Administrator cont.

targeted at controlling sales of tax exempt kerosene and diesel fuel and allows aviation jet fuel to be taxed as kerosene unless it is received at an "approved" terminal defined as one that offers both dyed kerosene and dyed diesel. These terminals dye tax exempt fuel for easy identification. If jet fuel users do pay 24.4 cent highway tax, it is possible to get a refund.

## ***Congratulations to Pete Hill***

Harold P. "Pete" Hill was honored recently by the Idaho Falls Historical Society and the Bonneville Museum. Pete grew up with aviation history. His father, Wilbur H. Hill, "Father of Aviation in Kansas" gave flying lessons to Charles Lindbergh.

In Wichita, where Pete learned to fly in 1930, he worked for pioneer aircraft builders Cessna, Travel Air and Beech. He was the second pilot, after his father, to test fly the famous Beech Staggerwing. Pete's logbook also "boasts" the signature of Orville Wright.

In 1939 he was appointed Acting Director, Idaho Department of Aeronautics. In 1940 he started a fixed base operation at Burley and founded the Pete Hill Co.

From 1941 to 1953 he held increasingly important positions with the U.S. Civil Aeronautics Administration, including Aeronautical Inspector in several states, through Chief of Pilot Schools and Training, Washington, D.C., to Assistant to the Regional Administrator, Region VII, Seattle. He was appointed airport manager for the City of Idaho Falls, a position he held for the next 28 years. He owned and operated the Idaho Aviation Center at Idaho Falls.

Pete, together with Jeff Morrison of Helena and George Crockett of Las Vegas, NV, were the first fixed base operator, airport manager at the Montana Aeronautics Commission's Yellowstone Airport. Pete



served on the Idaho Aeronautics Commission for several years and held the Commission chairman position. He is a past-president of the American Association of Airport Executives (AAAE). He served as the first president and founder of the Northwest Chapter of AAAE.

The long list of honors and awards that have come to Pete Hill for his years of service to aviation in Idaho and the United States is most impressive.

Throughout Pete's 66 years as a pilot, he has been and continues to be a great friend and supporter of Montana aviation. His many friends in the Treasure State offer him congratulations and many thanks for his dedication to aviation over the years. ✈

## ***Taking Flight***

Aspen Mountain Air is pleased to announce direct non-stop service between Denver and Bozeman which began October 15.

This service will use the Dornier 328, the latest generation high-speed jet prop. Service will begin with two non-stop round trip flights per day conveniently scheduled to connect with other airlines at Denver.

The Dornier 328, developed by Daimler-Benz (Mercedes), cruises, at jet-like speeds of 385 mph and above weather altitudes of 31,000 feet, with a route flying time of approximately two hours. Cabin amenities include a wide-bodied cabin, glove leather executive seating, and full cabin service, including complimentary champagne.

Aspen Mountain Air began in Aspen, CO, two and a half years ago to replace service to Aspen when Continental Airlines closed its Denver hub. With the acquisition of DFW-based Lone Star Airlines in 1996, the airline serves 21 cities in Colorado, New Mexico, Texas, Arkansas, Tennessee, Missouri and Florida as well as Mexico.

Horizon will handle Aspen's baggage handling, boarding and ticketing until the airline establishes its own presence. Aspen Air fliers can earn frequent-flyer mileage on Aspen Air.

Bozeman welcomes Aspen Mountain Air! ✈

## ***Big Sky Airlines Ribbon Cutting***

Big Sky Airline officials were in Helena on October 14 to have a ribbon cutting ceremony for their new service to Billings and Missoula. The officials and aircraft were greeted by the Helena Airport Authority and staff; Chamber of Commerce and others.

Big Sky recently celebrated its nineteenth anniversary by starting service with the first of its new Fairchild Metroliner III aircraft. The Company started scheduled service in September 1978, with service between Billings, Helena and Kalispell.

The Fairchild Metroliner III aircraft is a newer, 19-passenger aircraft that cruises at 300 mph and provides improved passenger comfort. On October 1, all flights operated by Big Sky are with this aircraft. Each aircraft will be equipped with full instrumentation including weather radar and a Global Positioning System (GPS), which is the most modern equipment used to provide navigation between all airports.



Big Sky began new service on October 12 between Billings and Helena and Missoula with three round-trip flights each business day. Big Sky also provides daily service between Billings and Great Falls. Flights are timed to allow passengers to make convenient connections between all cities the company serves. ✈

# Montana Educators Conference



Montana Aeronautics Division promotes aviation education at the Montana Educators Conference, held in Billings, MT (Sky View High School) on October 16 & 17. Some of the aviation education programs offered in Montana are, the Young Eagles program, the Aviation Poster Contest, the Challenge Aviation with Education Teacher's Conference, Aviation resources, scholarships and the aviation video library. ✈



Kaye Ebel will be heading up the "Challenge Education with Aviation 1998" for Montana teachers, to be held at the Montana Aviation Conference, February 26–28, 1998, at the Holiday Inn in Billings.

## Aviation Poster Contest

The 1996 Aviation Awareness Art Contest sponsored by the Aeronautics division is currently underway. Students in grades 1–12 are encouraged to participate.

The contest is divided into three categories: grades 1–4, grades 5–8, and grades 9–12. The winner from each category will receive a plaque and certificate of achievement presented by the Governor, a career awareness tour of the Helena Regional Airport and a round trip flight from the winner's hometown to Helena for the winner and his/her parent(s).

A grade prize for entrants 15–17 years of age will include paid tuition to attend the 1998 Experimental Aircraft Association (EAA) Air Academy in July and attendance at the EAA Fly-in at Oshkosh, WI. Round trip airfare is included compliments of Northwest Airlines.

The deadline for entries is March 3, 1998. For further information, write to the Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604 or call at 406/444-2506. ✈

## 1998 International Aviation Art Contest

The 1998 International Aviation Art Contest is sponsored by the National Aeronautic Association, National Association of State Aviation Officials and Federal Aviation Administration, in cooperation with the Federation Aeronautique Internationale (FAI), to motivate and encourage young people of FAI-member nations to become more familiar with and participate in aeronautics, engineering and science.

The theme for this year's contest is "Air Sports in The Olympics." The poster can include all types of sporting and recreational aeronautics including ballooning, gliding, parachuting, aerobatics, hang gliding, paragliding, microlight/ultralight flying, model aircraft, light aircraft and helicopter flying.

Entries must be postmarked by February 6, 1998. For more information and complete contest requirements contact the Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604 or call 406/444-2506. ✈

## Aviation Ground School

*Basic ground training: an integral part of certification courses for student pilots that may be combined with flight training or taken separately, is being offered in Helena. The ten-week course includes industry approved materials and will be offered for continuing education or college credit from the Helena College of Technology, University of Montana.*

*Call Paula Mulrone at 406/457-8605 for more information.*



# Scholarships Available

## **AOM Flight Training Scholarship**

The Aviation Organizations of Montana (AOM) includes representatives from the MAMA, MAAA, MATA, EAA, MFF, MT 99s, MPA, CAP, MAD, AMAA and the MSPA and was formed... "to promote all facets of aviation in the State of Montana..."

AOM has established a scholarship to financially assist a student pilot in obtaining their private pilot certificate. A scholarship in the amount of \$500 and in its third year will be awarded annually for five years to a Montana student pilot. Applications are being accepted for the scholarship which will be presented at the 1998 Montana Aviation Conference. All applications must be postmarked by December 1, 1997.

Applications and guidelines are available at FBOs and from CFIs throughout the state. Photocopies of an application form are acceptable.

Guidelines include: applicant must be a resident of Montana and all flight training must be received in Montana by a Montana registered CFI.

If you are unable to find an application, please send a self addressed stamped envelope to MT 99s, c/o AOM Flight Training Scholarship, 1911 Baxter Drive, Bozeman, MT 59715 or call the Division at 444-2506.

## **99s Scholarship**

The Montana Chapter of the Ninety Nines will award the sixth annual Esther Combs Vance/Vern Vine Memorial Flight Training Scholarship at the Montana Aviation Conference in Billings. The scholarship is to aid in the financing of a female student pilot's flight training or any Montana female interested in learning how to fly.

Applicants must reside in Montana and receive flight training in Montana by a Montana registered CFI.

Interested applicants must submit an essay of 500 words stating the reasons for wanting to learn to fly, including where your interest began and plans for obtaining your private pilot certificate together with other application materials.

Improperly submitted applications will be disqualified. Applications must be postmarked on or before February 17, 1998.

For more information or to obtain an application call or write: Tina Pomeroy, 1214 W. Crawford, Livingston, MT 59047, 406/222-6826; Gail Sanchez-Eaton, 1811 Baxter Drive, Bozeman, MT 59715, (406)586-4126; or contact the Aeronautics Division at P.O. Box 5178, Helena, MT 59604, 406/444-2506.

## **ALOA Scholarships**

Due to the retirement of the Van DeRiet Flight Scholarship, A Love of Aviation Scholarship (ALOA), established in 1993 by an anonymous donor, will again be awarded in 1998.

Again this year, a second anonymous donor joined this excellent program, making two ALOA scholarships available to Montanans.

The \$250 flight scholarships are to be used to help defray costs of flight instruction and will be presented during the 1998 Montana Aviation Conference in Billings.

Awarding of the scholarships will be based on a letter explaining the reasons for applying, future career goals, past aviation experience and any outstanding achievements.

Letters of application should be sent to Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604 or call 444-2506 for more information. Letters must be postmarked on or before February 2, 1998.

## **Parrott Family Scholarship**

The Parrott Family will award a second annual aviation scholarship in 1998 to a Montana high school student. The scholarship will pay \$1,000 and is to be used over a one-year period for pilot training programs for students enrolled in the Rocky Mountain College (RMC) aviation program. The funds may be used for tuition in the RMC aviation program, and/or flight training expenses leading to a Private, Commercial, or

Flight Instructor Certificate, and may include Instrument and Multi-engine ratings that are required by the RMC aviation curriculum. Eligible expenses include aircraft rental, flight and ground instruction, simulator training, and the purchase of aviation-related educational materials and related supplies.

The award will be made by a selection committee and will be based on overall character, academic qualifications, seriousness of purpose, past aviation-related activities if any, or any other criteria it determines to be appropriate.

Applicants need to send a letter of application to the Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604. Letters must be postmarked on or before February 2, 1998.

The award will be made at the Montana Aviation Conference in Billings at the end of February.

## **Aviation Appreciation Scholarship**

The third annual Aviation Appreciation Scholarship will be presented at the Montana Aviation Conference in Billings.

The scholarship is offered by Jeff Morrison, retired former owner of Morrison Flying Service, currently Exec Air in Helena.

Jeff has set up the \$250 scholarship as a token of appreciation to the aviation community. The scholarship is designed to help a young person seeking a career in aviation.

The scholarship recipient will be selected based upon a Montana resident explaining in a letter the reasons for applying, future career goals, past aviation experience, if any, and any outstanding achievements.

Letters of application should be sent to the Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604. Letters must be postmarked on or before February 2, 1998. *continued on page 7*



# Weight and Balance in Washington

By: James K. Coyne, President, *National Air Transportation Association (NATA)*  
(Reprinted with permission from NATA News)

Last month's tragic Fine Air accident in Miami reminded pilots how unforgiving a plane can be when the load is unbalanced. From the earliest days of powered flight, we've known that too much weight in the wrong place usually means disaster, and in many ways the same laws of weight and balance apply to the "forces" in Washington that attempt to "control" our industry. When regulators exceed their authority or forget their proper position within the policy and regulatory framework, we end up paying the price — burdened with wrongheaded proposals that just won't fly.

Careful and effective air safety regulation requires a realistic and deliberate weighing of many factors. Over the past forty years, we've evolved a system that tries to balance diverse and often contradictory safety objectives with a wide range of operational, economic, and environmental constraints, many of which are as unforgiving as the laws that define an airplane's center of gravity. But now the delicate balance that has made this system workable is threatened by a new generation of political loadmasters who have exploited the FAA's lapsed leadership and claimed a bold new authority to define unilaterally our national aviation agenda.

Examples of this regulatory disequilibrium appear almost every day, as the lure of fleeting media stardom seduces the latest aviation-expert-wannabe before the cameras to assert without qualification that there is a simple, long-ignored solution to some exaggerated, but visually compelling, aviation hazard. He or she has long championed immediate action to eliminate this hazard, but a conspiracy of some sort always stood in the way, and now, thanks to his or her persistence and the cooperation of some fearless, hard-hitting investigative reporter, the public can be saved—and the regulation can be jammed down the throat of an uncaring, profit-driven industry that can, in any case, pass on the costs for only a few pennies per flight or per passenger.

Of course, regulatory dilettantes like these have been around for years, but only lately have they gained a new stature, both in and outside of government. Last month, a top official at the National Transportation Safety Board (NTSB) lectured America

from the bully pulpit of *Sixty Minutes* about the quick fixes that would prevent another 747 mid-air explosion, even before the official NTSB report on TWA Flight 800 had been released. The airline industry went ballistic and, in a rare example of corporate unity, condemned the official and his recommendations. Just last week, another top NTSB official spent an hour on C-Span castigating the FAA and Congress for not blindly following their recommendations. The NTSB's job, he proclaimed, was to "lobby" for aviation safety, as though no one else cared.

In fact, the aviation safety lobby is the most crowded room in Washington. In addition to former officials like Mary Schiavo (for whom it's a lifelong gravy plane), shills for the trial lawyers like Ralph Nader and his various "probono" ambulance chasers, and grieving relatives of crash victims, the politics of aviation safety has attracted otherwise circumspect politicians into a bidding frenzy of empathy. Vice President Gore led the way last year with his billion-dollar pledge to combat aviation terrorism. Since then, millions more have been thrown at the perennial phantom issues of suspected unapproved parts, contract maintenance, pilot fatigue, drug and alcohol testing, airport access, and employee background checks.

Standing about the raucous politicking, fear-mongering, and breast-beating of this horde of aviation safety lobbyists, there once stood an unbiased, unemotional, and non-political federal agency called the NTSB that over many decades meticulously earned a reputation of technical excellence and objectivity. Is it now shifting its weight and changing the balance of aviation regulation? *Has the NTSB really become a lobbyist, like all the rest, advancing its own agenda behind the self-righteous facade of safety at any price?*

Or did the NTSB merely fill the vacuum resulting from a leaderless FAA whose best employees in recent years were muzzled and demoralized by an inept DOT Secretary? If so, it's time to remind the NTSB (and everyone in Washington) that aviation regulation requires a balanced structure where no one entity throws its weight around. Each part of our regulatory system has its proper role to play, but only within a

framework of checks and balances, and each element should recast itself to strengthen and restore its respective authority and credibility.

First, we need a responsible and respected FAA, willing to lead the public debate on the pros and cons of various safety proposals, with the courage to defend decisions that reflect the economic and operational realities of aviation businesses. Second, we need an NTSB that's less reactionary, less political, and more interested in facts than fame. And third, we need the Congress and the DOT to put aside their own internal turf battles long enough to create an independent FAA, with a dedicated aviation trust fund, that can work with all its public and private partners to foster and promote a regulatory environment that will improve aviation safety and produce a healthy civil aviation industry at the same time. In the meantime, our industry's future and the viability of the world's finest transportation system hangs in the balance.

## Scholarships cont.

### Blue Goose First Generation Flight Scholarship

Joe and Kathy Kuberka, owners of Blue Goose Aviation, will be awarding a \$250 scholarship to a first generation pilot to assist with flight training. This scholarship is designed to assist a person who has a love of aviation, yet had limited exposure to aviation, someone from a non-aviation background/family. The recipient may be a new student or an individual working towards an additional rating.

The scholarship recipient, a Montana resident, will be selected based on a letter explaining the reasons for applying, future career goals, and any outstanding achievements.

Letters of application should be sent to the Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604. Letters must be postmarked on or before February 2, 1998. ✈



# Montana Aeronautics Air Search Refresher

**When:** 11 a.m., Saturday, December 6, 1997

**Place:** Thompson Falls Airport

## ✪ **SAR Activities Planned** ✪

SAR roundtable discussion, the observer slide presentation and the ELT direction finding equipment mounted on a search aircraft.

### **For Further Information Contact**

Norm MacPhee 406/827-3823, Jim Carstens 406/827-3778 or  
Jeanne Lesnik 406/444-2506

## **Glacier Park cont.**

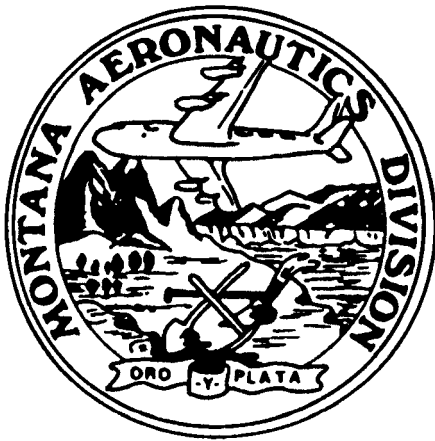
This issue may be settled by the U.S. Congress instead of letting the involved parties work out a workable compromise.

In any case, Dave Mihalic should be commended for organizing this focus group because some good did come out of the meeting. ✪

## **Travel to Alaska**

If you've been wanting to fly to Alaska, you may want to hook up with some fellow aviators who have a trip planned for July 10-25, 1998. If interested or for more information call Debbie Alke at the Aeronautics Division 406/444-2506.

Thirty-two hundred copies of this public document were produced at an estimated cost of 27¢ each, for a total cost of \$864. This includes \$120 for production, \$526 for postage and \$220 for printing.



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